

A RAILROAD ACCIDENT

ON THE FORT WAYNE RAILROAD

SALEM, O., March 20.—As the limited express on the Pittsburgh & Fort Wayne

road ran over the crossing of what is known as Wells' Junction, two miles east of here, this morning, the engine jumped the rails, and after running on the ties for several yards, plunged down the embankment.

several yards plunged down the embankment and exploded. The engineer and fireman were instantly killed. The engineer's name was James Richards. He was a resident of the Third ward, Allegheny, Pa., and had been in the employ of the road for many years. The fireman was Wm Rhodes, a young married man residing in the same ward.

ing at Wampum, Pa. The baggage car, express car, and three coaches left the track. Charles Byles, the baggage master, was badly cut about the face. The porter of the Pullman car, and brakeman of the train were both injured.

ANOTHER ACCOUNT.

Another account of how the accident occurred is that the train was coming down Franklin grade, three miles east of Salem. There is nothing to show what caused the engine to run off the track, and it is not known definitely how the accident happened. There is a cut at the spot but the

ground is filled out for some distance from the track, from which it slopes gradually, so that the bank is not high. It is supposed that something about the locomotive gave way. The cars went off the track, but only one of them, the smoker, was overturned. Richards was a married man with a family, and resided in the vicinity of Locust street, Fifth ward, Allegheny. Rhodes was a young unmarried man.

EIGHT PASSENGERS INJURED.
The Pennsylvania Railroad Company at Philadelphia received a dispatch from the accident which says that eight passengers were injured, in addition to the engineer and fireman killed, but that none of the injuries are serious. No bones are reported broken. The brakeman and baggage master were also slightly injured. Wreck trains were promptly sent to the scene of

the accident. The passengers were transferred, and will reach Pittsburgh about five hours later. It is reported that all the injured passengers will be able to go through to their destinations. This is the first accident that has happened to the New York and Chicago limited express since it commenced running, nearly three years ago.

THE NEWS IN PITTSBURGH.

PITTSBURGH, March 20.—At the Company's office in this city it was learned that the limited express pulling six coaches,

had left the plates at, or near, the town of Salem, sixty-seven miles west from Pittsburgh. As the engine jumped the irons it must have been going at the rate of at least a mile a minute. Why it left the track is unknown, but it is supposed that a stone or spike lay on the rail and threw the engine off. The track is a perfectly straight, level piece of road, where an obstruction could be readily noticed. When the locomotive left the road the express and first sleeper partly telescoped. The engine, after running some four or five yards, fell

on its side and immediately exploded. It was the most singular thing that has ever taken place in railroad accidents. The cars took fire from the heaters, but the flames were immediately suppressed, and aside from the death of the engineer and brakeman there was no great casualty to human life. Messrs. Starr, Thomas, Mc-

A GRAPHIC DESCRIPTION.
The Chicago and New York limited Express on the Pittsburgh, Ft. Wayne & Chicago road, while rounding a sharp curve and running at a high rate of speed, about

two miles east of Salem, O., the boiler exploded with terrific violence, hurling the engine down a fifteen foot embankment and blowing the engineer and fireman four hundred feet from the point where the engine left the track, killing them instantly. A combination car followed the engine and landed upon the boiler with such violence as to force the drivers of the engine through the floor, the cars being demolished completely. The dining-car was thrown over on its side and sent down the embankment and is a complete wreck.

The remaining two cars were forced from the track and the trucks of the forward car were thrown a distance of twenty feet. Both cars were badly damaged. For a few moments after the explosion the interior of the sleepers was a scene of inextricable confusion. The screams of the lady passengers were most heartrending, and the cries of strong men could be heard above the din calling for help. Some little time elapsed before an attempt was made to ascertain the extent of the accident, so great was the excitement, and every person

THE FIRST ESCAPE.

The first person to emerge from the wreck was the colored porter, who, though badly bruised, succeeded in breaking the windows of the sleepers, which afforded an avenue of escape, and one by one the passengers crawled out, and it was soon ascertained that none had received serious injuries, although more or less cut and bruised.

The employes on the train were not so

fortunate. Sargeant Master Beisel received a bad cut on the leg and it is feared that his knee is fractured. The sleeping car conductor is badly bruised but not seriously. One of the colored porters was found unconscious in the smoking car lying in a pool of blood, and it was at first feared that he was dead, but after being removed to the open air he revived. His injuries are not considered fatal.

LATEST REPORTS.

LESTONIA, O., March 20.—Locomotive No. 308, drawing the through express due

here at 4 o'clock, this morning, exploded four miles west of here. The engineer, James Richards, and fireman, Charles Rhodes, were killed. Three Pullman sleepers and one baggage car were derailed. The following passengers were wounded: J. H. McKnight, F. Shaw, Mortons, scalp wound; J. B. Vier, New York, hand cut; William Fuller, Chicago, nose and face cut; H. J. Douglas, Fort Yates, Dak., scalp wound; Richard Porter, scalp wound; R. Buewag, eye and hand cut. C. N. Bissett, left hand and

nose broke; Henry Candie, back injured and scalp wound, D. C. Newcomb, Atchison, Kan., back injured. Others whose names were not learned where more or less severely wounded, including the brakeman and conductor. The track was torn up for two hundred feet.

ENJOYING gains in the limbs are credited by St. Josephs Oil, the infallible conqueror of pain.

DIED.

MUNSELL—On Thursday, March 30, 1891, a

11:25 o'clock P. M., MARY E. MUNNELL, aged 17
years, 7 months and 17 days.
Funeral notice hereafter.
McDERMOTT—On Thursday, March 20, 1884, at
o'clock P. M., E. A. daughter of J. J. and Mary A.
McDermott, of E. Mich., Ohio.
Funeral notice hereafter.
(Pittsburgh papers please copy.)